

Overview of CRN & CRT for Kensington Revitalization Committee

Outline of Proposed (Not Approved) Changes up for Discussion by the Planning Board and County Council

- Density and Height
 - Staff's recommendations on density and height remain unchanged from the map Planning Board Draft Sector Plan.
 - Only "context designation" – either Neighborhood or Town – would be used to replace CR.
- Uses
 - Strongly limited in CRN – more similar to existing "C-T" zone.
 - Slightly limited in CRT
 - Unchanged for CR
- Parking
 - Minimum parking requirements have been increased for CRN & CRT.
 - Some maximums allowed have been removed.
 - Municipal parking program has been retained.
 - Waiver provisions continue to exist.
- Marc versus Metro
 - CRT has reduced points available for Level 1 service (Metro) and significant reduction for Level 2 service (Marc).
 - Transit proximity is no longer applicable to CRN.
- Benefits
 - Benefits have been converted from percentages to points (100% = 100 points).
 - Public benefits required for CRT have been reduced to 50 points.
 - Public benefits have been added to the list for small towns and less intense projects.
 - CRN does not require any public benefits.
 - BLTs only required in CR zones.
- Changes from 12/22 draft being presented tomorrow
 - Benefits
 - No category requisites.
 - Must provide from 4 of 6 categories.
 - No maximums per category.
 - Clarification of density and height allowed versus established for CRN & CRT.
 - Applicability by SMA only when recommended in master or sector plan.
 - Some use changes.
 - Minor editorial changes.